

windows, but there was no one inside to be struck.

Reassembling again, the strikers, mad with enthusiasm, marched north in Fifth avenue to 31st street, where they turned west to Broadway and continued north.

The greatest demonstration of the afternoon occurred in Astor Court, west of the Waldorf-Astoria, between 33d and 34th streets. The narrow alley was filled with a howling, howling mob. Manager Boldt sent a hurry call for help. As the police reached the alley they rushed at the mob. The mob stood its ground. The policemen drew clubs and yielded them with such effect that a score or more of the strikers were laid up with broken heads. The noise attracted the attention of the mounted traffic policemen on Fifth avenue, and they galloped into the fray.

So busy were the strikers battling with the policemen that they did not notice the cavalry until it was on top of them. Down 34th street, at full gallop, came the mounted policemen, cheered by hundreds in windows everywhere about. Into the struggling mass of men they drove. The strikers hesitated, wavered, then broke and fled, leaving five of their number in the hands of the enemy.

Undaunted by defeat, the strikers gained courage as they left the Waldorf in the distance, and through 34th street they went to the new McAlpin Hotel. The hotel management had been forewarned, however, and a squad of police reserves poured out of the lobby, driving the crowd before it. As they fled one of the waiters hurled a brick which struck the left hand of one of the policemen. His hand was fractured and he was taken to a hospital.

Miss Flynn, Patrick Quinn and some other Industrial Workers of the World leaders addressed the strikers at a meeting in Bryant Hall in the afternoon. Miss Flynn told the strikers, to the accompaniment of cheers, of the success of the strike. She read out a list of twenty-six hotels a majority of whose employees had joined the strike. While she was speaking delegations of waiters and kitchen help from other hotels marched in and announced they had quit. As each delegation arrived it was greeted noisily, the crowd standing on chairs. After the meeting the strikers marched down Sixth avenue to Union Square, where they awaited their leaders.

Tresca, the Industrial Workers of the World leader, who was arrested outside Bryant Hall on Friday afternoon, spent yesterday in a cell in Jefferson Market court, unable to get \$50 bail. Up to a late hour last night the hall had not been finished.

The Hotel Men's Association issued a statement in the afternoon. In part it read:

The Hotel Association, when the International Hotel Workers' Union first tried to enter into negotiations with the hotel industry, refused to do anything to do with this organization, because the members realized that they were being called upon to deal with a people of no community, and that the leaders and many of their followers were no better than the scoundrels of the Philippine Islands. Our members have remained firm in the stand made then, and as a result their houses have not been affected. Such places as are affected were made so because their employees were influenced by fear of violence.

The restaurants which are badly crippled are not members of this association, and until recently were not organized. The so-called demands which these leaders have caused to be published are not made in good faith, but are merely a subterfuge to mislead the public. Almost everything contained in them was granted by our members voluntarily long ago. The complaints which they also make never existed.

The Hotel Association is more determined than ever, if that is possible, not to have anything to do with this kind of organization, and the restaurant men will do likewise. Determined action by our police and judges will bring to an end any further acts of violence and the destruction of property.

Magistrate O'Connor, in the night court, late last night discharged the ten men who were arrested earlier in the evening in front of the Hotel Knickerbocker on a charge of impersonating officers. In the court at the time were ex-Fire Chief Edward Croker, by whom the men were employed, and Mr. Hogan. They had a long conference. Later Mr. Hogan said that the men had decided to bring individual suits against the Police Commissioner for false arrest.

Ex-Fire Chief Croker, when asked about the arrest of his men, said:

"I will have them back again in uniform in less than one-half hour. As to Police Commissioner Waldo, I will be charitable and say this: 'The Commissioner is not responsible for what he does.'"

William B. Joyce, international organizer of the Hotel and Restaurant Employees' International Alliance and the Bartenders' International League, both of which are affiliated with the American Federation of Labor, gave out the following statement last night:

The present strike of the hotel workers under the auspices of the Industrial Workers of the World is bound to be a failure. Not only will the public and employers be injured by the strike but the workers themselves will profit nothing by their present methods of violence and sabotage. I propose to organize the hotel workers on a more conservative basis and along the lines of true trade unionism. A great number of the hotel workers now out on strike are dissatisfied with the high-handed methods of the present strike leaders.

I shall open a headquarters at No. 216 West 80th street to-morrow. I have five special organizers under my charge and will first attempt an organization among the hotel waiters.

PRAISE FOR SUBWAY PLAN

Col. Williams, of the B. R. T., Calls It Best in History of City.

The Brooklyn Board of Real Estate Brokers held its seventh annual dinner at the Brooklyn Club, Pierpont and Clinton streets, last night. The speakers were Judge Frederick E. Crane, Frank Bailey, vice-president of the Title Guarantee and Trust Company; George V. S. Williams, Public Service Commissioner; and Colonel Williams, president of the Brooklyn Rapid Transit Company.

Colonel Williams said that the proposed subway contracts represented no business advantage for the Interborough.

"At no time in the history of the city," he declared, "has such comprehensive plans for the betterment of traffic conditions been evolved in New York. If they are put through, it will be due to the unity with which Brooklyn people have supported them."

"The criticisms of the contracts are not properly criticisms; they are a deliberate attack on the whole scheme of private operation, made by those who would make a political issue out of the present demand of the people for transit relief. This attack was started months ago, when Mr. Shuman, representing Mr. Hearst, gave his objections to the contracts at a meeting of the Public Service Commission with the Board of Estimate."

A resolution asking Governor Sulzer to use his influence to insure the ratification of the contracts was passed by a close vote.

SUBWAY SKIES NOW CLEARING

Proposed Contracts for Dual System Turned Over to Counsel for Their Final Drafting.

MAJOR FEATURES SETTLED

Mass of Minor Details Still Faces Lawyers—Interborough Offered Concessions—Willcox Likely to Hold Over.

The proposed subway contracts for the dual system were turned over yesterday to counsel for the Public Service Commission and the Interborough Rapid Transit Company for their final drafting, according to members of the commission. Practically all the points suggested for change have been agreed upon, and there remains only the physical work of drafting the revised forms. It was said, which becomes the task of the legal advisers. The points at issue on the Brooklyn Rapid Transit Company contracts were said to have been satisfactorily adjusted at the conference on Thursday.

Chairman Willcox said last night that further conferences with the Interborough were unlikely. He said there were one or two minor changes yet to be made in the provisions of that company's contracts, but that an agreement had been reached upon them, and another conference probably would not be necessary.

Matters were substantially smoothed out at what was probably the last conference, at Mr. Willcox's home on Friday night. Chairman Willcox said to the press that the contracts would be ready for execution. He intimated that it might take several days for the lawyers to go over the mass of details essential to the redrafting of the instruments.

No Reason for Material Delay.

"Satisfactory progress has been made on every point," said Mr. Willcox, "and I see no reason now for any material delay. All of the main suggestions brought up have been arranged for, but I don't care to say that everything has been settled. The minor points at issue probably will not necessitate another formal conference with the representative of the companies. The work of redrafting the contracts is now in the hands of counsel, but that may take several days before they are ready for the Board of Estimate. We are not employing any undue haste, but we are getting ahead as fast as possible."

Rather definite assurances were given to the Public Service Commission yesterday, it is understood, that Governor Sulzer would not rush the appointment of Mr. Willcox's successor, so that he can hold over if the contracts are not ready to be signed before February 1.

Mr. Willcox and his associates on the commission who stand with him in favor of the contracts, however, were not hurrying matters because of such assurances, it was said. There was a certain amount of work ahead to be done irrespective of any other consideration, and it would be done carefully and thoroughly in accordance with every consideration for the city's interests, Mr. Willcox declared.

Still, after all was said and done yesterday, the prospect was much more cheerful than at any time recently, and Mr. Willcox and the other commissioners, who have been giving so much of their time to the solution of the transit problem for the last three years, reflected their satisfaction in look and voice. There is every reason to suppose that the most vexatious question the city has ever encountered will be settled once and for all in the near future.

Interborough Offered Concessions.

One of the conferees pointed out yesterday that a long stride toward the final and harmonious agreement was made at the conference at the Mayor's office on Friday, when counsel for the Interborough offered certain concessions which went far to smooth over the difficulties then requiring settlement.

Corporation Counsel Watson, who was present at the conference with the Mayor and later at the one with the commissioners at Mr. Willcox's home, is said to approve of the contracts as they will be finally submitted to the Board of Estimate. As his formal approval is necessary before the contracts are signed, his advance opinion will obviate any material delay when he has to pass upon them.

Among the callers at the home of Mr. Willcox during the final conferences on the contracts was Seth Low, former Mayor, who strongly urged the adoption of the dual system fundamentally as formulated in the present instruments.

Mr. Low submitted to the commissioners his letter to Governor Sulzer in which he pointed out in detail his reasons for believing the present plans the best that could be obtained by the city, and at the same time urging the retention of Mr. Willcox until the contracts were signed.

Hundreds of letters and resolutions, from citizens and various civic and commercial organizations, have been added to Chairman Willcox's files during the last few days urging that the contracts be signed at once.

The committee appointed at the meeting of the twenty-three commercial and civic organizations, held at the rooms of the Merchants' Association on Friday, was occupied yesterday in booking the representative of the various organizations who will go to Albany next Friday to urge Governor Sulzer to take no action which may delay or prevent the final execution of the dual subway contracts.

Organizations which were not represented at the meeting have been heard from, and there is every indication that the



JOHN M. GLEASON.
The policeman killed in the "L" crash; photograph taken two years ago.

business interests of the city, in all five boroughs, will be represented by an adequate delegation.

Outerbridge Urges Quick Action.

E. H. Outerbridge, vice-president of the Merchants' Association, commenting further on the situation yesterday, said:

"The opposition in reference to the pending contracts and the position in which the city would be left in the event of their not being promptly concluded is perhaps not fully realized by the majority of citizens. Public needs demand the quickest possible relief."

"Construction work on these plans to the extent of \$70,000,000 is now under way. Should the conclusion of the operating contracts now be unduly delayed, or entirely abandoned, the city would find itself in a predicament too serious for contemplation."

"Chaos would take the place of the well defined plan; continuity of construction would cease; many of the branch lines would have to be indefinitely abandoned; the main stem in Manhattan might be completed, leaving the other boroughs unprovided for, checking, for an indefinite period, the building up of the population of the boroughs, the increase in taxable values of realty and the growth of business in all its ramifications, to which productive energy and consumption so largely contribute."

"The credit and integrity of the city would undoubtedly be seriously affected and the masses of the working people, who are most interested in the accomplishment of the plans, would find that they had been victimized by the efforts of people assuming and pretending to be acting in their interests in opposing the conclusion of these agreements, the carrying out of which alone can bring the beneficent results for which they so fondly hope."

Albany, Jan. 25.—Maurice Connolly, President of Queens Borough, conferred with Governor Sulzer to-day on the New York City subway situation. Mr. Connolly asked the Governor to appoint a resident of Queens to a place on the New York City Public Service Commission. He submitted the names of five candidates, any one of whom, he said, would be acceptable to the people of Queens.

HOPE SPRINGS ETERNAL IN BREST OF SULZER

Governor Still Looking for Solution of Subway Tangle Before He Acts.

(By Telegram to The Tribune.) Albany, Jan. 25.—Governor Sulzer is hoping against hope that the New York subway difficulty will be settled before February 1, when the term of Chairman Willcox expires. He will then be relieved of the necessity of either offending his friend, William Randolph Hearst, or of blighting his political future by opposing the wishes of Charles F. Murphy. The only pleasure he gets out of the subway entanglement is when reports are brought to him that the New York authorities and the Public Service Commission are making progress in their negotiations. He said to-day he was pleased that they were making efforts to reach a quick conclusion.

The Governor's attention was called to a statement attributed to Mr. Murphy that the Tammany leader would use his influence to defeat the confirmation of any nominee for the place of Chairman Willcox who favored municipal ownership. The Governor would make no comment, and refused to be drawn into a discussion on the subject, saying that he would not cross bridges until he came to them.

Hugh Gordon Miller, John Lawrence Maine and W. Irving Scott sent this telegram to the Governor to-day:

"Representing a large number of taxpayers of the city of New York, we earnestly urge that the very reasonable request of the Mayor, majorities of the Boards of Estimate, Aldermen, and others to allow Chairman Willcox to hold over for a reasonable time to conclude the subway negotiations be granted."

Asked by George M. Palmer, chairman of the Democratic State Committee, was a candidate for the position of Public Service Commissioner to succeed Frank W. Stevens, chairman of the 32d District, the Governor replied: "He is—and so are 37,582 others."

QUEENS FAVORS CONTRACTS

Citizens Appoint Committee to Urge Sulzer to Action.

Organizations representing more than ten thousand taxpayers in Queens decided at a meeting held at the Queens Chamber of Commerce, in Long Island City, last evening to hold a mass meeting, at which citizens of the borough may express their sentiments regarding the proposed subway contracts.

A committee, consisting of James E. Clonin, James E. Wilkenson and Julius Harder, will arrange for a mass meeting to be held either Wednesday or Thursday, and will send a telegram to Governor Sulzer urging him to expedite the signing of the present contracts.

U. S. OFFICERS IN CUBA

Major General Wotherspoon and Party at Caimanera.

Caimanera, Cuba, Jan. 25.—The special board of United States army and navy officers, designated to study plans for the fortification of Guantanamo as a naval station, arrived here to-day on the Presidential yacht Mayflower.

The party includes Major General W. W. Wotherspoon, who took the place of General Leonard Wood, chief of staff, and Rear Admiral Hugo Osterhaus.

POLICEMAN KILLED IN "L" COLLISION

Continued from first page.

the 34th street station and gained speed within a few feet from the start. What caused Hearn, the motorman of the second train, to put on this speed, or how he was unable to control his train after he saw the one ahead had stopped could not be learned because Hearn was not in a condition to be examined; but his train smashed into the one ahead with great force.

Simon Levine, a schoolboy, who was taken to Bellevue Hospital, was lying on the station platform with the doctors bending over him when he saw a reporter who was questioning others.

"I'll tell you all about it, mister," he said. Then, pointing to Hearn, the motorman, who was on the platform, he went on:

"That's the fellow whose fault it is. I know it. I was sitting in the front seat, right opposite the motorman, and he was going along at a good clip and he ran into that other car."

Boy Accuses Motorman.

"I saw the other train stop and I wondered why we were going so fast. I looked at that fellow there and he was looking out of a side window. Then he looked around and saw the other train. He tried to stop, but he couldn't. We were right on it."

"I made a rush for the rear. He's the whole fault of it, he is."

Hearn, who was not then under arrest, would say nothing.

Differing from Levine's version, but discredited by the testimony of conductors and others, John Reilly, one of the injured men, declared the train never stopped at 34th street, but rushed past the station and crashed into the train ahead. Reilly said he was reading a paper when he noticed a station flash by and the collision came immediately afterward. He was positive there were twelve passengers in the first car of the second train, where he occupied a middle seat, and that four of them were women.

Mr. Reilly's assertion that the train did not stop at 34th street was flatly denied by Charles Lankman, of No. 2119 Arthur avenue. The Bronx, the conductor in charge of the Hearn train, as well as by Joseph Smith, of No. 294 West 125th street, ticket chopper at the 34th street station, and the guards on the train.

Passengers Sent Sprawling.

The impact broke most of the windows in the two cars that collided, and the jar sent passengers sprawling on the floors in both trains. The crash could be heard for several blocks, and immediately cries of terror and distress began to reach those on the street below.

Policeman John Bewick, of the East 35th street police station, was at the corner of 34th street and Third avenue and saw the collision. His first act was to send in a fire alarm and then to call for ambulances.

Meanwhile the passengers on both trains began a rush to safety. The jammed car was already in flames, and escape from the forward train to the 34th street station was cut off. The passengers on this train hurried to the front car and then down to the path along the rails, walking to the 28th street station.

The passengers in the train that caused the collision found their escape easier. The last cars were still abreast the 34th street station, and rushing to them, they made their way out on the platform and to the street.

Pandemonium reigned, however, in the two cars that were smashed. Mrs. Mary Lancer, a passenger in the first car of the second train, told after her rescue how the roof of that car collapsed after the collision, burying her and other passengers under the debris. She was pinned down and unable to move when one of the men freed himself and ran for the door. She called out to him for help, and he tore away the wreckage and assisted her out of the car.

"There are others that need help," he told her, and hurried back to the car, Mrs. Lancer said.

Robert Moseman, a chauffeur, of No. 243 East 55th street, said he was standing on Third avenue when he heard the crash and the cries for help. He climbed a pillar to reach the tracks and assisted a man who was bleeding from cuts about the face and head to get out of the car through a window. He declared that he saw the body of a policeman in uniform lying on the floor, but the car was already burning too fiercely to permit a rescue.

With the arrival of the firemen the situation assumed a safer aspect. Ladders were raised to both trains, and while the fire fighting went on many of the firemen devoted their energies to helping passengers to safety. Chief Kenon arrived early, and it was he who found the revolver that identified Gleason.

A report of the accident was flashed to the offices of the Interborough, and Theodore P. Shonts, president of the company, and Frank Hedley, vice-president and general manager, came to view the accident and to aid in the work of clearing the tracks.

Shonts Cannot Explain It.

Neither would put any blame on the motorman until he was able to give his version of the accident. Asked for a statement or an explanation, Mr. Shonts said:

"It is one of those accidents that cannot be understood easily. It happened on a straight track, on a perfectly clear day and a few feet outside of the station."

Mr. Hedley said he had seen Hearn, but had found him in a condition in which an examination as to the causes of the collision was precluded. The accident would be fully investigated as soon as Hearn could give an account of it, Hedley said.

The collision was the first one in the history of the elevated railroad that resulted in a death, Mr. Hedley added. In the thirty-five years of the elevated's existence only twice passengers

had been killed on it after they had once boarded a train, he said; once, seven years ago, when a train fell off the structure at 53d street and Ninth avenue, when eight passengers were killed, and the second time yesterday.

Car Traffic Tied Up.

The collision paralyzed not only the Third Avenue Elevated Railroad, but the surface service on Third avenue as well. The current was shut off on the elevated structure by the accident, and every train from City Hall to 125th street and Third avenue was stopped wherever it was at the moment. The thousands in those trains had to walk along the elevated structure to reach the stations and get to the streets.

It was not until 6:30 o'clock that the streetcar service on Third avenue below 12d street could be resumed. At the place of the accident debris had barred the tracks and the position of the demolished cars made traffic dangerous until then.

The service on the elevated was resumed at 8:02 p. m. The burned cars had to be lifted and replaced on their trucks, and the work was difficult because of the narrow space available and the position of the burned cars.

John M. Gleason, the policeman killed, lived with his mother and three brothers, William, twenty years old; Joseph, eighteen, Aloysius, seventeen, and his little sister, Loretta, at No. 341 East 133d street. Nine years ago his father, William G. Gleason, who had served in the Fire Department for twenty-two years, was killed by a Third avenue car which crushed him against an "L" pillar at 34th street.

One of his brothers has epilepsy and the earnings of the other two are insufficient to sustain the family, which was wholly dependent upon the policeman.

Gleason applied for a position on the force on March 17, 1911. He was appointed on December 12, 1912, and attached to the MacDougal street station. He left home at 2 o'clock yesterday afternoon and told his mother he would be home in the evening and that he wished to be called in the morning in time to attend the 9 o'clock mass at St. Jerome's Church, Alexander avenue and 138th street, as had been his custom every Sunday morning, with Miss Julia Gaffney, of No. 451 East 135th street, to whom he was shortly to be married. His mother is a matron in the Fire Department service.

One of those in the rear car of the first train was Miss Dora Tapper, of No. 1236 Brook avenue, The Bronx. She was hurrying back to The Bronx to a hall at 174th street and Washington avenue, where her brother, David Tapper, was to be married at 4 o'clock. When that time came and his sister did not appear it was decided to await her arrival. Then the wedding party learned of the accident, and were fearful she might have been hurt. After an anxious wait Miss Tapper telephoned she was unhurt except for shock. She arrived at the hall at 6 o'clock, and the wedding was performed.

MOSS, HONORED BY 500, HOPES FOR UNITED CITY

Prosecutor for Becker and Gunmen Wants All to Help Crush "System."

WITH WHITMAN AT DINNER

Men Prominent in Big Business Affairs Join in Commemorative Feast at Hotel Astor.

Some one said at the complimentary dinner tendered last night to Assistant District Attorney Frank Moss, at the Hotel Astor, that the only men who might be regarded as rivals in New York at present were District Attorney Charles S. Whitman and Frank Moss, but they were sitting side by side, apparently making the most of each other's society all through the dinner.

More than five hundred New Yorkers, whose names spell big things in the business and professional world, united in a non-partisan way to honor Mr. Whitman's assistant, who conducted the trials of Lieutenant Becker and the gunmen last season. Such men as Henry C. Lewis, Andrew Carnegie, R. Fulton Cutting, B. J. Greenhut, Seth Low, John G. Milburn, George W. Perkins, William A. Prendergast, Henry W. Taft, Jacob H. Schiff, Isaac N. Seligman and Rabbi Stephen S. Wise appeared on the committee list. John Temple Graves was toastmaster.

Mr. Moss, on rising, said he thanked God for his friends. As for them, he only hoped that they would continue to love each other. He didn't expect such a magnificent compliment and he doubted very much whether he really deserved it. The burden of his rather modest remarks was the necessity for burying politics and creeds, for the purification and enrichment of New York, which, Mr. Moss declared is the heart of the nation.

"From this city go out the impulses that affect the life of the entire nation," he said. "A man may do more for his country to-day by putting his energies into the work of good citizenship in New York than on the real field of battle."

"It is not so much that such and such a man shall be elected to such and such an office," he continued; "rather it is that the people shall come together, united by a common bond—no longer divided by the old-time lines—to advance, to increase the honor and wealth of our city. Here is a plain, practical programme—even if I may call it a vision—and the hold which it has been gaining in my heart and life these years is growing stronger, and in this you have the word that it is my privilege to say to you to-night."

"Evil forces are at work all the time in this city. And they work together. The 'system,' as it is called, cares for nothing—neither differences of race, religion nor politics. Its members work together. They work for mutual protection, and they draw our young men and young women down, taking them even out of public schools. They corrupt them and add them to their ranks. Thus they in-

crease the army of crime. Good people do not so unite."

Whether they be Republicans, Democrats or Progressives, Mr. Moss said, the great duty of all citizens is to make New York the best place to live in in the whole world. He described the manner in which various religious sects work in harmony to carry on New York's great charitable enterprises, each working and believing in his own way.

"Why," he asked, "should differences of political faith prevent us from uniting for constructive citizenship?" His plea was for a "local patriotism," for a "common platform," on which all might stand in the interests of the home.

"When the good people of New York City, animated by one common impulse, set themselves together to the task of ordering their household, flaunting crime will hide its head. In this I see a great vision," he said.

Cheers for Roosevelt.

The toastmaster introduced the name of Theodore Roosevelt as "the first citizen of this great Republic and the greatest private citizen of all republics." After the cheering died away Mr. Graves resumed:

"He is unable to be with you to-night. He whom we have beaten to a frazzle on many occasions and whom we yet love on all occasions has sent his son to bow to this gathering to-night." More cheering followed as Theodore Roosevelt, Jr., arose to speak.

The ex-President's son said little except to put the "O. K." on what the toastmaster had said and to place his approval on what Frank Moss has done.

W. H. Hotchkiss, the former Progressive state chairman, deprecated the prospect of a divided front in the coming city election.

"You men must name a citizens' ticket to defeat Tammany. If you do I shall advise the Progressives to place no ticket in the field," he said, and added that he was mighty glad to follow his chief's son and do him honor.

The Rev. W. W. Giles, of East Orange, saw an aroused public conscience in New York. He said he himself had just been apprised of the existence of an "arson trust," shown up by District Attorney Whitman.

"The venerable disciple of Epictetus were here to-night he would not laud the police force so highly as he did three months ago," the clergyman said. "I present the name of that incorruptible servant, District Attorney Charles S. Whitman, and his splendid associate, Mr. Moss."

Other speakers were Abraham Gruber and W. Bourke Cockran.

Those on the dais with Mr. Moss included District Attorney Whitman, John Claffin, R. Fulton Cutting, Justice Leonard A. Giegerich, the Rev. W. W. Giles, of East Orange; Abraham Gruber, the Rev. Maurice H. Harris, Edward W. Hatch, William H. Hotchkiss, Edward J. McGuire, former Assistant District Attorney; Thomas Mulry, Sidney Rosenfeld, George R. Sheldon, Bishop Luther B. Wilson and Theodore Roosevelt, Jr. At the tables were Magistrate House, George Gordon Biddle, Emory R. Buckner, Samuel J. Bloomingdale, James G. Cannon, David N. Carruth, Charles F. Bestwick, Robert W. de Forest, A. J. Dittenhofer, W. C. Dodge, William Edlin, E. M. Gattie, Congressman Henry M. Goldfogle, B. J. Greenhut, E. J. Green, Sheriff Julius Harburger, Charles K. Harris, Magistrate House, Magistrate Kemper, W. J. Kingsbury, Samuel S. Koenig, Edward Lauterbach, Dr. William Mabon, Terence J. McManus, Douglas Matthews, Judge McGuire, Delancey Neill, Samuel Ordway, J. Hansen Rhoades, Judge Otto A. Rosalsky, Isaac P. Russell, Theron R. Strong, Francis L. Wellman and Justice Zeller, of the Court of Special Sessions.

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